

A low-angle, upward-looking shot of a white and teal Sound Transit train at a station platform. The train's windows reflect the sky and platform. The teal and blue livery of the train is prominent, with the 'SOUND TRANSIT' logo visible on the side. A dark grey semi-transparent banner is overlaid across the middle of the image, containing the event title and date.

ST3 Expert Review Panel

July 13, 2015

Ridership Forecasting Methods

SOUND TRANSIT

Overview

- Introduction
- Methods
 - Base year development
 - Incremental stages
 - Relationship to other models and estimates
- Assessment of Existing Travel
 - Trip distribution
 - Transit mode share
 - Travel time comparisons

Introduction

- Incremental methods (versus synthetic)
- Early development
- Benefits on incremental methods
 - Begins with observed travel data rather than travel theory
 - Reduces the need for calibration and eliminates “error factors”
 - Simpler and more efficient
 - Allows focus on effects of transit network changes
- Uses and Applications
 - System Planning
 - Major Investment Projects
 - Operations, fleet and financial planning

Introduction (continued)

- **Prior Reviews**
 - Expert Review Panels
 - Sound Move
 - ST2
 - Federal Transit Administration
 - Initial Segment New Starts Grant
 - University Link Extension New Starts Grant
 - Lynnwood Link Extension New Starts Grant (ongoing)

Methods – Base Year Development

- PM Peak and Off-Peak
- Observed data
 - Transit counts (2014)
 - Travel surveys (2003 to 2014)
 - Transit network and service levels (2014)
- Trip Matrix development
 - Seed matrix
 - Matrix adjustment
- Validation to 2014 base year
 - Passenger volumes – about 1,800 locations
 - Boardings by line – about 290 transit lines
 - Boardings by operator
 - Passenger miles by operator

Methods – Incremental Stages

- Stage 1 – changes in households and employment
 - PSRC - Land Use Targets
- Stage 2 – changes in congestion and travel costs
 - Highway congestion
 - Tolls on limited access highways
 - Parking fees in employment districts
- Stage 3 – changes in the transit network
 - New or revised transit lines
 - Service levels
 - Access to transit lines and stations
 - Transit fares

Methods – Incremental Stages (continued)

- Transit network assignment
- Outputs
 - Current year ridership (2014) on future year transit network
 - Future year ridership on future year transit network (range)
 - Line boardings
 - Project Riders
 - Station boardings
 - Mode of access at stations (walk, auto, transit transfer)
 - Passenger volumes by segment

Methods – Relationship to Other Models and Estimates

- PSRC population and employment
 - Land Use Targets (April 2014)
 - Land Use Vision (soon to be released)
 - Used in Stage 1
- PSRC regional travel model
 - Same coefficients for costs and value of time
 - Provides inputs for changes in highway congestion and costs

Assessment of Existing Travel

- Trip distribution of major employment locations
 - Downtown Seattle – regionally distributed
 - Lynnwood, Paine Field – somewhat regionally distributed
 - Downtown Bellevue, Redmond/Overlake – distributed throughout the eastside with some cross-lake travel
 - Others – more locally distributed
- Transit mode share for commutes
 - Home to Downtown Seattle – up to 51%
 - Home to North King County – up to 36%
 - Home to East King County
 - From Downtown Seattle – 32%
 - From other areas – 4% to 14%
 - Home to other work locations – range from 1% to 6%

Assessment of Existing Travel (continued)

- Travel times
 - Auto – 80th percentile
 - Transit - estimated

